



U.S. Department of Homeland Security

United States Coast Guard

## Fifth Coast Guard District LOCAL NOTICE TO MARINERS

Coastal Waters From Shrewsbury River, New Jersey to Little River, South Carolina

### WEEKLY SUPPLEMENT

November 16, 2004

NIS watchstander, 24 hours a day at (703) 313-5900

INTERNET ADDRESS

[HTTP://www.navcen.uscg.gov](http://www.navcen.uscg.gov)

Weekly supplemental editions contain new information only available following the monthly edition. NOTE: Chart corrections and Light List changes appear only once each. A complete listing of current discrepancies and temporary changes appear in each issue. The **Local Notice to Mariners** is updated each Wednesday on the U.S. Coast Guard Navigation Center website at [www.navcen.uscg.gov/lnm/d5](http://www.navcen.uscg.gov/lnm/d5). If you have questions about the LNM, contact:

**COMMANDER, FIFTH COAST GUARD DISTRICT (oan)**  
**431 Crawford Street, Portsmouth, Virginia, 23704-5004**  
**Telephone (Day): (757)-398-6486. 24 Hour FAX: (757) 398-6303**

### BROADCAST NOTICE TO MARINERS

This section contains corrections to federal and private maintained Aids to Navigation, as well as NOS corrections. Navigation information having been of immediate concern to the Mariner and promulgated by the following **Broadcast Notice to Mariners (BNM's)** have been incorporated in this notice when still significant at the date of this publication.

CCGD5 (D5)	<b>D5</b> 498-04 THRU 502-04, 510-04 THRU 525-04.
Group Philadelphia	<b>PH</b> 320-03, 321-03, 026-04, 045-04, 101-04, 178-04, 208-04, 215-04, 294-04, 337-04, 338-04, 351-04, 389-04, 390-04, 398-04, 399-04.
Group Atlantic City	<b>AC</b> 389-04, 412-04, 414-04, 417-04, 419-04, 420-04.
Activities Baltimore	<b>BA</b> 849-04, 851-04, 852-04, 853-04, 863-04, 865-04, 866-04, 871-04, 872-04, 873-04, 878-04, 879-04, 880-04, 881-04, 882-04.
Group Eastern Shore	<b>ES</b> 176-04.
Group Hampton Roads	<b>HR</b> 495-04, 501-04, 502-04, 505-04, 507-04, 508-04, 511-04.
Group Cape Hatteras	<b>CH</b> 196-04, 199-04, 202-04, 203-04.
Group Fort Macon	<b>FM</b> 423-04, 424-04, 427-04, 429-04, 431-04, 433-04, 434-04, 435-04.

### REFERENCES

Light List Reference: **ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2004 Edition**  
**U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook to Cape Henry (37<sup>th</sup>) Edition**  
**U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (36<sup>th</sup>) Edition**  
All bearings are in degrees TRUE – All times are in Local Time unless otherwise noted.

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## NAVIGATION INTERNET SITES

Chart Corrections:	<a href="http://chartmaker.ncd.noaa.gov">http://chartmaker.ncd.noaa.gov</a> and <a href="http://www.maptech.com">http://www.maptech.com</a>
2004 Light List/ Summary of Corrections	<a href="http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm">http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm</a>
Coast Pilot Corrections:	<a href="HTTP://nauticalcharts.noaa.gov/ncd/cpdownload.htm">HTTP://nauticalcharts.noaa.gov/ncd/cpdownload.htm</a>
D5 LNM on Internet/Archived Back Issues for 2004:	<a href="HTTP://www.navcen.uscg.gov/lnm/d5">HTTP://www.navcen.uscg.gov/lnm/d5</a>
Chesapeake Bay Weather Buoys:	<a href="Http://www.cbos.org/client.cgi">Http://www.cbos.org/client.cgi</a>
NOAA Weather Buoy sites:	<a href="http://seaboard.ndbc.noaa.gov/Maps/wrldmap.shtml">http://seaboard.ndbc.noaa.gov/Maps/wrldmap.shtml</a>
Tides On Line:	<a href="http://www.tidesonline.nos.noaa.gov">http://www.tidesonline.nos.noaa.gov</a>
Tides, Currents, PORTS:	<a href="http://www.co-ops.nos.noaa.gov">http://www.co-ops.nos.noaa.gov</a>
ACOE Wilmington NC Navigation Link for NC portions Of the AAICW and coastal inlet depths (updated weekly)	<a href="http://www.saw.usace.army.mil/nav/Depths/shoaling3-10-04.pdf">http://www.saw.usace.army.mil/nav/Depths/shoaling3-10-04.pdf</a>
Weather:	<a href="http://www.intellicast.com/">http://www.intellicast.com/</a>
LANTAREA/ District 5 Local Notice To Mariners for correspondence:	<a href="http://d5local@lantd5.uscg.mil">http://d5local@lantd5.uscg.mil</a>

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### **I. SPECIAL NOTICES:** This section contains information of special concern to the Mariner.

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#### **FIFTH COAST GUARD DISTRICT WATERS – INCREASED THREAT LEVEL**

The U.S. Coast Guard is asking for assistance from all mariners to be on the lookout while they are transiting the local waterways. The Department of Homeland Security (DHS) and the U.S. Coast Guard are asking you to report any suspicious or peculiar activity that you may observe. Please make all reports to the U.S. Coast Guard via VHF-FM CH 16 or by using your cell phone to dial 911, the National Response Center (NRC) at 1-800-424-8802 or to the DHS Watch and Warning unit at (202) 323-3205.

#### **CHESAPEAKE BAY REGULATED NAVIGATION AREA (RNA) REQUIREMENTS FOR PORT ENTRY/TRANSIT/DEPARTURE**

Mariners have been advised that there has been an amendment to the **Chesapeake Bay Regulated Navigation Area**, which requires all vessels 300 gross tons, and over, including tug and barge combined, to obtain permission prior to entering, departing, and/or moving within the **Regulated Navigation Area**. To obtain permission, vessels shall contact the **Joint Harbor Operations Center (JHOC)** prior to entry or movement via Channel 12, or 13/16 VHF-FM and relay vessel documentation number, IMO number or VIN for verification. This includes entries from offshore, James River, Chesapeake Bay or Intracoastal Waterway. Alternate JHOC phone numbers are (757) 444-5210/5209. If the JHOC cannot be reached, the Captain of the Port (COTP) Command Duty Officer may be reached at (757) 668-5555.

#### **REQUIRED BALLASTWATER MANAGEMENT REPORTS FOR VESSELS OPERATING OUTSIDE THE EEZ**

Mariners are reminded that in accordance with 33 CFR 151.2040, all vessels which carry ballast water, including residual ballast water and sediments, are asked to submit a Ballast Water Management Report after operating outside the EEZ at their first port of call in U.S. waters. These reports may be transmitted electronically to <http://invasions.si.edu/ballast.htm>, e-mailed to [ballast@serc.si.edu](mailto:ballast@serc.si.edu), faxed to Commandant, U.S. Coast Guard, c/o the NBIC at **301-261-4319**, or mailed to U.S. Coast Guard, c/o Smithsonian Environmental Research Center (SERC), P.O. Box 28, Edgewater, MD 21037-0028.

#### **ESTABLISHMENT OF DGPS BROADCAST SITE GREENSBORO, NC.**

Effective 10 November, 2004 the U.S. Coast Guard established a DGPS Broadcast site at Greensboro, NC with the following operational characteristics:

SITE NAME: Greensboro, NC.

FREQUENCY: 303KHZ

BAUD RATE: 100BPS

BROADCAST SITE ID: 824

REFERENCE STATION A ID: 46

REFERENCE STATION B ID: 47

ANTICIPATED COVERAGE: 200KM radius around Greensboro.

More information on the site is available at the Coast Guard website [www.navcen.uscg.gov](http://www.navcen.uscg.gov). Users may direct queries to the commanding officer, Coast Guard Navigation center, 7323 Telegraph Road, Alexandria, VA, 22315 or by calling (703) 313-5900.

#### **NJ & PA – UPPER DELAWARE – DELAWARE RIVER – BRIDGE RESTRICTIONS**

The Coast Guard has authorized New Jersey Transit to restrict the operation of the Delair Railroad (vertical-lift) Bridge, at mile 104.6, across the Delaware River, in Philadelphia, Pennsylvania. To facilitate replacement of bridge timbers, the bridge will be maintained in the closed-to-navigation position each day from 8 a.m. to 4 p.m. on **November 22, 2004**. At all other times, the bridge will operate in accordance with the current operating regulations outlined in 33 CFR 117.716. The available vertical clearance in the closed-to-navigation position is approximately 49 feet at Mean High Water (MHW) and 55 feet at Mean Low Water (MLW). Mariners able to pass under the closed span are advised to exercise extreme caution when transiting the area. **Chart: 12314.**

#### **NJ – DE – PA – DELAWARE RIVER – REEDY ISLAND – HAZARD TO NAVIGATION**

There has been an anchor and wire lost in the vicinity of Reedy Island Anchorage #3 in position 39°-30'.6N, 075°-32'.6W. Mariners are advised to use extreme caution while transiting this area. **Chart: 12311.**

#### **VA/MD – POTOMAC RIVER – WOODROW WILSON BRIDGE – BRIDGE INFO**

Mariners are advised that construction of the new Woodrow Wilson Memorial Drawbridge across the Potomac River, mile 103.8, between the City of Alexandria, Virginia and Oxon Hill, Maryland is ongoing until 2010. Excessive speed and wake by boaters may cause serious or fatal incidents to the Bridge project. It is crucial that mariners obey the speed restrictions and eliminate wakes through the work zone due to the sensitive and precise nature of the work and for worker safety. A temporary floating/sliding bridge will be in place in the waterway during drawbridge construction until further notice. There will be intermittent day-time channel restrictions as a result of the floating bridge and mariners are urged to listen to the BNMs for updates of it's position in the waterway. Mariners are also urged to use extreme caution when transiting this area for work barges, exposed piles, and anchor buoys. For further information and updates to construction operations, contact Mr. Mike Baker, Environmental Construction Manager for the Woodrow Wilson Bridge Project at 301-567-0094 Ext 242 or visit the Project's website online at [www.wilsonbridge.com](http://www.wilsonbridge.com). **Charts: 12285 & 12289.**

#### **VA – COASTAL – RUDEE INLET – SHOALING**

Shoaling has been recorded at 5.1 feet M.L.L.W. on the northern side (edge of channel) of Rudee Inlet in the vicinity of the old Lighthouse Restaurant per City survey performed 10/05/04. Mariners are urged to transit the area with caution. **Chart: 12200.**

#### **VA – COASTAL – U.S. NAVAL BASE DAM NECK, VIRGINIA BEACH – SMALL ARMS RANGE LIVE FIRE SCHEDULE**

All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of **U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (36<sup>th</sup>) Edition** when operating south of the entrance to the Chesapeake Bay, off the Dam Neck Naval Firing Range. When firing is in progress during daylight hours, red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

The U.S. Naval Base Dam Neck Live Fire Range will be active during the following periods:

Nov 15-19, 2004 from 6:00 a.m. to 1:00 p.m.

Dec 02-03, 2004 from 6:00 a.m. to 1:00 p.m.

Dec 06-10, 2004 from 6:00 a.m. to 1:00 p.m.

Dec 13-16, 2004 from 6:00 a.m. to 1:00 p.m.

Jan 10-14, 2005 from 6:00 a.m. to 1:00 p.m.

Jan 31- Feb 4, 2005 from 6:00 a.m. to 1:00 p.m.

Feb 07-11, 2005 from 6:00 a.m. to 1:00 p.m.

Mar 14-18, 2005 from 6:00 a.m. to 1:00 p.m.

Mar 21-25, 2005 from 6:00 a.m. to 1:00 p.m.

Night live fire operations will commence at 5:30 a.m. and last approximately 90 minutes on the following dates: Nov 19, Dec 09 &

Dec 16, 2004; Jan 14, Feb 04, Feb 11, Mar 18 & Mar 25, 2005. **Charts: 12203, 12205, 12207 & 12221.**

#### **VA – COASTAL – STATE MILITARY RESERVATION, CAMP PENDLETON, VIRGINIA BEACH – SMALL ARMS LIVE FIRE SCHEDULE**

The Camp Pendleton State Military Reservation Live Fire Small Arms Range described as "all of the waters seaward of the mean high water shore line within a sector between radial lines extending 13,500 yards seaward and bearing 090 degrees true and 150 degrees true, respectively, from a point on shore at 36° 49' 09"N, 075° 58' 45"W". All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of **U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (36<sup>th</sup>) Edition** when operating south of the entrance to the Chesapeake Bay. Firing will take place only during daylight hours and red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit. **Charts: 12203, 12205, 12207 & 12221.**

The Camp Pendleton Live Fire Range will be active during the following periods:

Dec 04-05, 2004 – from 8:00 a.m. to 4:00 p.m.

Jan 08-09, 2005 – from 8:00 a.m. to 4:00 p.m.

Feb 05-06, 2005 – from 8:00 a.m. to 4:00 p.m.

Mar 12-13, 2005 – from 8:00 a.m. to 4:00 p.m.

May 21-22, 2005 – from 8:00 a.m. to 4:00 p.m.

#### **NC – BEAUFORT INLET AND SOUTHERN CORE SOUND – BEAUFORT HARBOR CHANNEL - SHOALING**

There has been a report of shoaling in the vicinity of Beaufort Harbor Channel Lighted Buoy 2 (LLNR 34805), Light 1 (LLNR 34810) and Lighted Buoy 2A (LLNR 34805.1) to a depth of 6 feet MLW in approximate position 34-42-17N, 076-40-42W. All mariners are cautioned to transit the area with extreme caution. **Chart 11545.**

#### **NC – BOGUE SOUND – SHOALING**

There has been a report of shoaling in the vicinity of the New River- Cape Fear River Buoy 154 (LLNR 39725) and Buoy 155 (LLNR 39730) to an approximate depth of 4 feet MLW. Shoaling extends across the channel. All mariners are cautioned to transit the area with extreme caution. **Chart 11541.**

#### **NC – COASTAL- BOGUE INLET TO NEW RIVER INLET AND NEW RIVER (AICWW) – Firing Exercises**

The Commanding General, Marine Corps Base Camp Lejeune, North Carolina has advised that the danger zone (depicted as 334.440) as shown on National Ocean Service **Chart 11543**, and AICWW at New River may be hazardous to navigation due to field firing exercises. Firing exercises are scheduled daily. For additional information concerning specific dates and times refer to Monthly. **LNM 44/04.**

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**II. DISCREPANCIES:** This section lists all discrepancies to Aids to Navigation and those corrected since the last published list. A discrepancy is a change in the status of an aid to navigation that differs from what is published and or charted.

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#### **DISCREPANCY ABBREVIATIONS**

AC= Group Atlantic City  
CH= Group Cape Hatteras  
DEST= Destroyed

BA= Activities Baltimore  
DBD= Dayboard  
ES= Group Eastern Shore

BNM= Broadcast Notice to Mariners  
DBN= Daybeacon  
EXT= Extinguished

FM= Group Fort Macon  
 LNM= Local Notice to Mariners  
 PH= Group Philadelphia  
 TRUB= Temporary Unlighted Buoy

IMCH= Improper Characteristics  
 LT= Light  
 SHL= Shoaling  
 TRLT= Temporary Light

INOP= Inoperative  
 OFF STA= Off Station  
 TRLB= Temporary Lighted Buoy

**FEDERAL AIDS DISCREPANCIES As of 0800 a.m. ,16 November, 2004.**

<b>LLNR</b>	<b>Aid Name</b>	<b>Status</b>	<b>Chart Number</b>	<b>BNM Ref.</b>	<b>LNM Ref.</b>
330	Great Machipongo Inlet Lighted Whistle Buoy GM	LT EXT	12210	0161ES	44/04
850	Frying Pan Shoals Lighted Buoy 6FP	LT EXT	11536	0409FM	42/04
1090	Oyster Creek Channel Buoy 38	MISSING	12323	0399AC	43/04
1195	Absecon Inlet Breakwater Light 7	DBN DEST	12318	0388AC	42/03
1240	Clam Creek Junction Lighted Buoy CC	OFF STA	12316	0414AC	46/04
2050	Harbor of Refuge North End Light	LT EXT	12304	0311AC	34/04
2115	Rehoboth Bay Channel Light 9	TRLB	12216	0035ES	06/04
2125	Rehoboth Bay Daybeacon 12	MISSING	12214	0023ES	06/04
2130	Rehoboth Bay Light 13	MISSING	12216	0176ES	46/04
2148	Rehoboth Bay Channel Daybeacon 19	TRUB	12214	0048ES	09/04
3010	Christina River Range Rear Light	LT IMCH	12312	0399PH	46/04
3840	Enterprise Upper Range Front Light	LT DIM	12314	0304PH	34/03
3845	Enterprise Upper Range Rear Light	LT DIM	12314	0305PH	34/03
4420.1	Indian River Inlet Daybeacon 17A	TRLB	12214	0018ES	05/04
4430	Indian River Junction Light IR	TRLB	12216	0013ES	07/04
4445	Pepper Creek Daybeacon 2	TRUB	12216	0043ES	09/04
4470	Pepper Creek Lighted Buoy WR10	TRLB	12216	0101ES	22/04
4840	Isle of Wight Bay Daybeacon 7	TRUB	12211	0100ES	21/04
4995	Sinepuxent Bay Daybeacon 1	TRUB	12211	0083ES	17/04
5015	Sinepuxent Bay Channel Daybeacon 6	TRUB	12211	NONEHR	11/04
5105	Sinepuxent Bay Channel Daybeacon 27	TRUB	12211	NONEHR	11/04
5300	Chincoteague Inlet Lighted Buoy 6	TRUB	12210	0139ES	36/04
5777	Virginia Inside Passage Daybeacon 59	TRUB	12210	0148ES	39/04
6155	Virginia Inside Passage Daybeacon 162	TRUB	12210	NONEHR	25/04
6755	Quinby Creek Daybeacon 2	MISSING	12210	0160ES	43/04
6790	North Inlet Light 1	TRLB	12210	NONEHR	11/04
7305	Chesapeake Channel Lighted Buoy 44	RAC INOP	12221	0434HR	37/04
7440	Chesapeake Channel Lighted Bell Buoy 62	RAC INOP	12225	NONEHR	38/04
7590	Hooper Island Light	FS IMCH	12230	0822BA	43/04
7760	Thomas Point Shoal Light	LT EXT	12280	0839BA	44/04
7795	Kent Island Northern Range Obstruction Daybeacon	DBN DEST	12263	0790BA	40/04
7995	Craighill Channel Entrance Range Front Light	LT EXT	12282	0741BA	37/04
8000	Craighill Channel Entrance Range Rear Light	LT EXT	12273	0751BA	38/04
8005	Craighill Channel Lighted Buoy 1C	LT DIM	12282	0878BA	46/04
8530	Tolchester Light	LT EXT	12272	NONEBA	45/04
8940	Elk River Channel South Range Rear Light	LT DIM	12274	0880BA	46/04
9565	Norfolk International Terminal Daybeacon 6	TRUB	12206	0344HR	30/04
9760	Western Branch Channel Daybeacon 6	TRUB	12253	0439HR	38/04
12635	James River Light 132	TRUB	12252	0472HR	41/04
13955	Upper York River Daybeacon 21	TRUB	12243	0448HR	39/04
14190	East River Light 5	TRLB	12238	0482HR	43/04
16985	Bransons Cove Daybeacon 1B	TRLB	12285	0653BA	30/04
17020	Nomini Creek Channel Daybeacon 4	TRLB	12286	0836BA	44/04
17205	Dukeharts Channel Daybeacon 9	TRUB	12285	0551BA	24/04
17210	Dukeharts Channel Daybeacon 10	TRUB	12286	0552BA	24/04
17330	Wicomico River Daybeacon 13W	TRLB	12286	0312BA	09/04
17375	Horsehead Cliffs Warning Daybeacon	TRLB	12285	0659BA	31/04
17920	Potomac Creek Daybeacon 3	TRUB	12288	NONEBA	13/04
18280	Occoquan River Channel Daybeacon 7	TRLB	12285	0542BA	24/04
18810	St. Jerome Creek Light 4	TRLB	12285	0300BA	09/04
21450	Cape Charles City Light 1	TRLB	12280	0347HR	30/04
21935	Onancock Creek Channel Daybeacon 3	DBN DMGD	12225	0865BA	45/04
21945	Onancock Creek Channel Daybeacon 5	DBN IMCH	12228	0849BA	45/04
22020	Onancock Creek Channel Daybeacon 18	DBN DMGD	12228	0872BA	46/04
22030	Onancock Creek Channel Daybeacon 20	DBN IMCH	12228	0871BA	46/04
22070	Onancock Creek Channel Daybeacon 34	DBN DMGD	12228	0873BA	46/04
22565	Pocomoke River Buoy 14	OFF STA	12228	0866BA	45/04
22990	Rhodes Point Gut Channel Daybeacon 1	TRUB	12231	0340BA	40/02
23145	Tyler Creek Channel Daybeacon 9	TRUB	12231	0002BA	02/04
23795	Webster Cove Channel Buoy 1	OFF STA	12230	0654BA	30/04
24715	Hudson Creek Daybeacon 1	TRLB	12266	0842BA	44/04
25525	Irish Creek Daybeacon 6	TRUB	12263	0220BA	14/01
26345	Kent Island Narrows South Approach Light 1K	LT IMCH	12263	0823BA	43/04
27565	Aberdeen Proving Ground Buoy 7	OFF STA	12274	0863BA	45/04
28065	Oregon Inlet Lighted Buoy 19	OFF STA	12204	0194CH	44/04
28141	Oregon Inlet Channel Light 41	TRLB	12205	0180CH	40/04

28190	Oregon Inlet Channel Daybeacon 53	TRUB	12204	0177CH	40/04
28340	Walter Slough Light 9	TRLB	12205	0171CH	38/04
28495	Roanoke Sound Channel Daybeacon 24A	TRUB	12204	0189CH	43/04
28735	Hatteras Inlet Light 13	TRLB	11555	0201CH	46/04
29140	Barden Inlet Lighted Buoy 1	TRUB	11543	0367FM	41/04
29235	Barden Inlet Light 21	TRLB	11545	0323FM	33/04
29845	Stones Bay Warning Daybeacon	DBN IMCH	11541	0379FM	40/04
29900	Wallace Creek Light 2	LT EXT	11542	0397FM	41/04
29975	New Topsail Inlet Buoy 1	OFF STA	11541	0341FM	36/04
29987	New Topsail Inlet Buoy 2A	MISSING	11543	NONEFM	44/04
30310	Cape Fear River Entrance Range Front Light	LT DIM	11534	0413FM	43/04
30312	Cape Fear River Entrance Range Rear Light	LT DIM	11537	0412FM	43/04
30492	Federal Point Range Rear Light	LT EXT	11534	0431FM	46/04
31665	Kendrick Creek Channel Daybeacon 2	TRUB	12205	0143CH	30/04
31770	Pembroke Creek Daybeacon 3	MISSING	12205	0200CH	46/04
32470	Lower Middle Ground Light LM	TRLB	11548	0236FM	27/04
33245	Gaylord Bay Ferry Terminal Channel Light 1	TRLB	11554	0220FM	24/04
33505	Raccoon Island North Daybeacon	MISSING	11541	NONEFM	50/03
34150	Neuse River Daybeacon 51B	DBN DEST	11552	0426FM	45/04
34320	Harbor Island Warning Daybeacon	DBN DMGD	11544	0102FM	10/03
34710	Brooks Creek Daybeacon 1	MISSING	12266	0310FM	34/04
34770	North River Warning Light	DBN DMGD	11545	0527FM	49/03
34932	Manasquan Inlet Light 3	LT EXT	12300	0310AC	34/04
35580	New Jersey Intracoastal Waterway Daybeacon 143	TRLB	12316	0368AC	40/04
35720	New Jersey Intracoastal Waterway Light 177	LT EXT	12316	0403AC	44/04
35875	New Jersey Intracoastal Waterway Daybeacon 223	MISSING	12316	0416AC	45/03
36015	New Jersey Intracoastal Waterway Daybeacon 265	TRUB	12316	NONE	29/04
36485	New Jersey Intracoastal Waterway Daybeacon 404	DBN IMCH	12316	0400AC	44/04
36735	Cape May Harbor Light 6	DBN DMGD	12316	0398AC	45/04
36775	Schellenger Landing Daybeacon 2	DBN DMGD	12317	0417AC	46/04
37075	Elizabeth River- Southern Branch Daybeacon 31	TRUB	12206	0459HR	40/04
37175	Great Bridge Albemarle Sound Daybeacon 5	TRUB	12206	0451HR	39/04
37920	Alligator River Daybeacon 35	TRUB	11553	0190CH	44/04
38400	Core Creek Range Front Light	TRLB	11545	0116FM	12/03
38407	Core Creek Light 24	TRLB	11541	NONE	33/04
39770	Carolina Beach Harbor Channel Daybeacon 5	TRLB	11537	0422FM	44/04
39910	Cape Fear Channel Lighted Buoy 30	TRLB	11534	NONEFM	04/04
39967	Federal Point Range Rear Light	LT EXT	11539	0431FM	46/04
40145	Lockwoods Folly River Daybeacon 4	DBN DMGD	11534	0398FM	41/04
40195	Cape Fear Little River Daybeacon 39	DBN DEST	11534	0423FM	45/04
40205	Cape Fear Little River Daybeacon 41	TRLB	11534	0424FM	45/04
40305	Cape Fear Little River Daybeacon 71	DBN IMCH	11534	0319FM	36/04

#### FEDERAL AIDS DISCREPANCIES CORRECTED Since LNM 45/04.

LLNR	Aid Name	Status	Chart Number	BNM Ref.	LNM Ref.
670	Cape Lookout Light	WATCHING PROPERLY	11009	0502D5	45/04
8615	Upper Chesapeake Channel Lighted Buoy 33	RELIGHTED	12280	0855BA	45/04
9320	Thimble Shoal Channel Lighted Buoy 22	RELIGHTED	12222	0512HR	46/04
12335	James River Light 77A	RELIGHTED	12251	0506HR	45/04
13555	York River West Range Rear Light	REBUILT/RECOVERED	12238	0495HR	44/04
19395	Rockhold Creek Channel Light 1	WATCHING PROPERLY	12266	0864BA	45/04
23275	Tangier Sound Lighted Bell Buoy 9	RELIGHTED	12230	0874BA	46/04
23375	Manokin River Junction Lighted Buoy "MR"	RELIGHTED	12230	0858BA	45/04
28435	Roanoke Sound Channel Daybeacon 16A	WATCHING PROPERLY	12204	0198CH	45/04
29500	Bogue Inlet Buoy 2	RELOCATED	11543	0415FM	43/04
29559	Bogue Inlet Buoy 14	RELOCATED	11541	0309FM	33/04
29565	Bogue Inlet Channel Lighted Buoy 13	RELIGHTED	11541	0421FM	44/04
29640	Swansboro Coast Guard Channel Buoy 8	WATCHING PROPERLY	11541	0417FM	44/04
31650	Albemarle Sound Light 8AS	RELIGHTED	12205	0195CH	44/04
32360	Bluff Shoal Light BL	RELIGHTED	11548	0197CH	45/04
32425	Bluff Point Shoal Light	WATCHING PROPERLY	11548	0182CH	41/04
38220	Goose Creek Light 22	REBUILT	11553	0378FM	39/04
38385	Core Creek Light 19	REBUILT	11541	0403FM	41/04
39100	Bogue Sound New River Light 48	RELIGHTED	11541	0428FM	45/04
39325	New River/Cape Fear River Daybeacon 6	WATCHING PROPERLY	11541	0416FM	43/04

#### PRIVATE AIDS DISCREPANCIES As of 0800 a.m. 16 November, 2004.

LLNR	Aid Name	Status	Chart Number	BNM Ref.	LNM Ref.
575	NAVAIR COMBAT MANEUVRNG RANGE TWR LT	LT EXT	12200	0175D5	17/04
1145	Marshelder Channel Buoy 2	MISSING	12316	0449AC	50/03
2119.19	Herring Creek Daybeacon 19	DBN DEST	12216	0140ES	34/03

4880	Thorofare Channel Buoy 4	MISSING	12211	0117ES	29/03
4905	Thorofare Channel Buoy 12	OFF STA	12211	0110ES	47/00
4915	Thorofare Channel Buoy 15	MISSING	12221	0031ES	20/02
4920	Thorofare Channel Buoy 16	MISSING	12211	0032ES	20/02
5457	Greenbackville SAV Sanctuary Daybeacon A	MISSING	12211	0040ES	07/04
5457.1	Greenbackville SAV Sanctuary Daybeacon B	MISSING	12211	0040ES	07/04
9730	Elizabeth River Deperming Range Obstruction Light	DBN DMGD	12253	0566HR	40/03
10186.5	Lynnhaven River Daybeacon 3LR	TRUB	12222	0147HR	18/02
10230	Lynnhaven River-Western Branch Daybeacon 11	DBN DMGD	12254	0422HR	36/04
10335	Long Creek Channel Daybeacon 2 LE	DBN DEST	12222	0033HR	04/03
12616	Weanack Channel Entrance Lighted Buoy 2WC	LT EXT	12252	0332HR	29/04
13070	Harris River Approach Daybeacon 8	DBN DMGD	12238	0226HR	19/04
13575	Virginia Power Underwater Obstruction Light A	LT EXT	12238	0266HR	23/04
13585	Virginia Power Intake Jetty Light A	LT EXT	12238	0501HR	44/04
16845	Mill Creek Daybeacon 2	DBN DMGD	12233	0142BA	05/01
17845	Nanjemoy Creek Daybeacon 5	DBN DEST	12288	0205BA	07/04
18012.5	Aquia Creek Daybeacon 18	MISSING	12285	0197BA	26/02
18430	Little Hunting Creek Lighted Buoy 4	OFF STA	12289	0366BA	18/03
18850	Buzz's Marina Channel Daybeacon 6	DBN DEST	12233	0296BA	12/03
18860	N.A.S. Patuxent River Basin Entrance Light 2	DBN DMGD	12233	0337BA	24/01
18865	N.A.S. Patuxent River Basin Entrance Light 1	DBN DMGD	12233	0338BA	24/01
20210	Forked River Daybeacon 2	DBN DMGD	12282	0594BA	39/03
20235	Blackhole Creek Light 2	DBN DMGD	12282	0594BA	39/03
20360	Patapsco River 1/2 Measured Mile Marker Buoy A	OFF STA	12281	0572BA	25/04
20430	Pennwood Channel Range Front Light	LT EXT	12278	0581BA	26/04
20435	Pennwood Channel Range Rear Light	LT IMCH	12278	0422BA	16/04
20545	Sparrow Pt. Steel Work Ch. Range Front Light	LT EXT	12278	0302BA	36/02
20705	Sollers Point Daybeacon 1	LT EXT	12281	0732BA	52/03
20760	HAW Generating Plant Channel Buoy 7	BUOYSINK	12278	0594BA	39/03
20805	Hawkins Point Pier Buoy 2	OFF STA	12278	0103BA	18/02
21425	Kiptopeke Beach Breakwater North Light B	LT EXT	12221	0676D5	49/01
22415	POCOMKE SND ST BNDRY LINE DBN E	BUOYSINK/BUOYDMGD	12228	0220BA	07/04
22420	POCOMKE SND ST BNDRY LINE DBN F	MISSING	12228	0292BA	09/04
22435	POCOMKE SND ST BNDRY LINE DBN J	MISSING	12228	0293BA	09/04
23575	Dorchester/Somerset County Line Marker AA	DBN DEST	12231	0322BA	10/04
23665	Dorchester/Somerset County Line Marker CC	DBN DEST	12231	0324BA	10/04
24937	UMCES Lighted Buoy CR (Choptank River)	OFF STA/LT EXT	12263	0234BA	07/04
25020	Cambridge Channel Range Front Light	LT EXT	12268	0382BA	46/02
25025	Cambridge Channel Range Rear Light	LT EXT	12268	0383BA	46/02
25316.13	Upper Choptank River Buoy 19	LT EXT	12268	0801BA	41/04
26270	Cox Creek Daybeacon 4	DBN DEST	12263	0312BA	09/04
26343.3	Greenwood Creek Buoy 4	OFF STA	12270	0411BA	24/03
27275	Upper Gunpowder River Daybeacon 11	DBN IMCH	12273	0704BA	34/04
27900	Upper Elk River Buoy 2	MISSING	12274	0013BA	03/04
27905	Upper Elk River Buoy 4	MISSING	12274	0014BA	03/04
28697	South Ferry Terminal Buoy FD2	BUOYDMGD	11550	0068CH	16/04
30562.3	Sunny Point Terminal Warning Light L	TRLB	11537	0016FM	02/03
33200	Jacobs Creek Canal Daybeacon 1	DBN DMGD	11554	0339FM	34/02
33205	Jacobs Creek Canal Daybeacon 2	DBN DMGD	11554	0340FM	34/02
33427	Swan Point Warning Daybeacon A	MISSING	11548	0088FM	09/03
38570	TRIPLE S. MARINA DAYBEACON 8	DBN DEST	11547	0505FM	51/01
39125	COW CRK CH DBN 1	DBN IMCH	11541	0310FM	33/04

#### PRIVATE AIDS DISCREPANCIES-CORRECTED Since LNM 45/04.

LLNR	Aid Name	Status	Chart Number	BNM Ref.	LNM Ref.
2775	Bulkhead Shoal Channel Lighted Buoy 2	RESET	12331	0265PH	32/04

**III. TEMPORARY CHANGES/CORRECTIONS** This section contains a summary of current temporary changes and corrections to Aids to Navigation. Aids may be temporarily relocated, established or altered for dredging, testing or marking an obstruction or wreck. A permanent correction shall be listed in **Section IV** giving the new position.

#### TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart Number	BNM Ref.	LNM Ref.
975	Barnegat Inlet Buoy 16	RELOCATED DUE TO SHOALING	12323	0155AC	17/04
980	Barnegat Inlet Buoy 17	RELOCATED DUE TO SHOALING	12324	0193D5	17/04
985	Barnegat Inlet Buoy 18	RELOCATED DUE TO SHOALING	12323	0193D5	17/04
995	Barnegat Inlet Buoy 20	RELOCATED DUE TO SHOALING	12324	0154AC	17/04
1080	Oyster Creek Channel Buoy 37	RELOCATED DUE TO SHOALING	12323	0185D5	17/04
1115	Little Egg Inlet Buoy 4	RELOCATED DUE TO SHOALING	12323	0185AC	20/04
8330	Swan Point Channel North Range Rear Light	DISCONTINUED	12272	0240D5	22/04

9660	Crane Island Anchorage Daybeacon A	DISCONTINUED FOR DREDGING	12253	NONED5	14/04
12885.5	Salt Ponds Daybeacon 10	DISCONTINUED FOR DREDGING	12221	0369HR	32/04
12890	Salt Ponds Daybeacon 11	DISCONTINUED FOR DREDGING	12280	0370HR	32/04
12895	Salt Ponds Daybeacon 12	DISCONTINUED FOR DREDGING	12221	0371HR	32/04
21460	Cape Charles City Range B Front Light 8	DISCONTINUED	12224	0174D5	20/04

## TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart Number	BNM Ref.	LNM Ref.
NONE.					

## IV. CHART CORRECTIONS:

This section contains corrections to federal and private maintained Aids to Navigation, as well as NOS corrections. This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. **The mariner must decide which Chart(s) to correct. The following example explains the individual elements of a typical chart correction.**

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners	Horizontal Datum Reference	Source of Correction	Current Local Notice to Mariners
11541	33 <sup>rd</sup> ed.	11/01/2002	LAST LNM 47/02	NAD 83	CGD05/NOS	49/02
	NC-PORTSMOUTH ISLAND TO BEAUFORT CHANGE					
		South River Light 1 to Daybeacon 1, SG	in		34-59-23.345N	076-35-25.467W
	Corrective Action	Object of corrective Action			Position (Degrees, minutes, seconds and tenths)	

The letter (M) immediately following the chart number indicates that the correction should be applied to the Metric side of the chart only. (TEMP) Indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees true, clockwise from 000°. Bearings of light sectors are toward the light from seaward. The nominal range of lights is in nautical miles (NM).

11541	34th ed.	10/01/2003	LAST LNM: 46/04	NAD 83	CGD05	46/04
	NC-AIWW - NEUSE RIVER TO MYRTLE GROVE SOUND RELOCATE					
	Beaufort Harbor Channel Buoy 2A		from	34-42-16.238N	076-40-38.000W	
			to	34-42-16.417N	076-40-38.315W	
	Wrightsville Channel Daybeacon 14		from	34-12-17.613N	077-48-08.935W	
			to	34-12-17.839N	077-48-09.067W	
	Wrightsville Channel Daybeacon 21		from	34-12-37.624N	077-48-18.881W	
			to	34-12-37.957N	077-48-18.755W	
	Bogue Inlet Buoy 19A		from	34-39-38.016N	077-05-53.730W	
			to	34-39-38.971N	077-05-52.560W	
	Bogue Inlet Buoy 19B		from	34-40-04.345N	077-05-45.220W	
			to	34-39-52.667N	077-05-51.372W	
	Bogue Sound Buoy 45A		from	34-40-24.510N	077-05-56.300W	
			to	34-40-23.003N	077-05-50.610W	
	Swansboro Coast Guard Channel Buoy 3		from	34-39-16.102N	077-06-08.406W	
			to	34-39-18.116N	077-06-12.075W	
	ADD					
	Bogue Inlet Buoy 19C, green can		in	34-40-02.885N	077-05-44.208W	
	Bogue Inlet Buoy 20, red nun		in	34-39-52.277N	077-05-49.776W	
11545	61st ed.	03/01/2004	LAST LNM: 38/04	NAD 83	CGD05	46/04
	NC- BEAUFORT INLET AND PART OF CORE SOUND RELOCATE					
	Beaufort Harbor Channel Buoy 2A		from	34-42-16.238N	076-40-38.000W	
			to	34-42-16.417N	076-40-38.315W	
11547	36 <sup>th</sup> ed.	02/01/2004	LAST LNM: 36/04	NAD 83	CGD05	46/04
	NC-MOREHEAD CITY HARBOR RELOCATE					
	Beaufort Harbor Channel Buoy 2A		from	34-42-16.238N	076-40-38.000W	
			to	34-42-16.417N	076-40-38.315W	
12206	30th ed.	10/01/2003	LAST LNM: 46/04	NAD 83	CGD05	46/04
	VA-NC- NORFOLK TO ALBEMARLE SOUND DELETE/RELOCATE					
	Great Bridge Wreck Daybeacon WR1					
	delete PA, relocate		from	36-43-33.400N	076-14-51.800W	
			to	36-43-34.188N	076-14-52.452W	



12210	36th ed. 11/01/2002 LAST LNM: 46/04 VA-CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET RELOCATE	NAD 83	CGD05	46/04
	Virginia Inside Passage Daybeacon 59	from to	37-46-41.261N 37-46-38.316N	075-32-06.246W 075-32-09.749W
12225	55th ed. 08/01/2004 LAST LNM: 46/04 VA-CHESAPEAKE BAY: WOLF TRAP TO SMITH POINT RELOCATE	NAD 83	CGD05	46/04
	Young Creek Daybeacon 2	from to	37-50-00.200N 37-50-01.952N	075-41-12.240W 075-41-13.341W
12228	30th ed. 01/01/2004 LAST LNM: 46/04 MD-VA-CHESAPEAKE BAY: POCOMOKE AND TANGIER SOUNDS RELOCATE	NAD 83	CGD05	46/04
	Young Creek Daybeacon 2	from to	37-50-00.200N 37-50-01.952N	075-41-12.240W 075-41-13.341W
12230	61st ed. 11/01/2003 LAST LNM: 46/04 VA-MD-CHESAPEAKE BAY: SMITH POINT TO COVE POINT RELOCATE	NAD 83	CGD05	46/04
	USN Aerial Gunnery Area Lighted Bell Buoy C	from to	38-13-08.947N 38-13-10.682N	076-18-16.306W 076-18-15.986W
	USN Aerial Gunnery Area Lighted Bell Buoy D	from to	38-13-05.245N 38-13-03.842N	076-19-14.686W 076-19-17.072W
	CHANGE			
	Manokin River Light 2 to Light 2MR	in	38-04-11.126N	075-53-20.176W
12231	27th ed. 09/01/2004 LAST LNM: 46/04 MD- CHESAPEAKE BAY: TANGIER SOUND- NORTHERN PART CHANGE	NAD 83	CGD05	46/04
	Manokin River Light 2 to Light 2MR	in	38-04-11.126N	075-53-20.176W
12233	36th ed. 01/01/2004 LAST LNM: 40/04 VA-MD-POTOMAC RIVER: CHESAPEAKE BAY TO PINEY POINT RELOCATE	NAD 83	CGD05	46/04
	USN Aerial Gunnery Area Lighted Bell Buoy C	from to	38-13-08.947N 38-13-10.682N	076-18-16.306W 076-18-15.986W
	USN Aerial Gunnery Area Lighted Bell Buoy D	from to	38-13-05.245N 38-13-03.842N	076-19-14.686W 076-19-17.072W
12253	43 <sup>rd</sup> ed. 06/01/2003 LAST LNM: 45/04 VA- NORFOLK HARBOR AND ELIZABETH RIVER DELETE/RELOCATE	NAD 83	CGD05	46/04
	Great Bridge Wreck Daybeacon WR1 delete PA, relocate	from to	36-43-33.400N 36-43-34.188N	076-14-51.800W 076-14-52.452W
12280	5th ed. 10/01/2004 LAST LNM: 44/04 MD - VA - CHESAPEAKE BAY RELOCATE	NAD 83	CGD05	46/04
	USN Aerial Gunnery Area Lighted Bell Buoy C	from to	38-13-08.947N 38-13-10.682N	076-18-16.306W 076-18-15.986W
	USN Aerial Gunnery Area Lighted Bell Buoy D	from to	38-13-05.245N 38-13-03.842N	076-19-14.686W 076-19-17.072W

A weekly electronic update service is now available for NOAA's digital, raster nautical charts. All Notice to Mariner corrections from USCG, NGA and CHS are included. The service is provided via a partnership between NOAA and Maptech, Inc. Further information is available from NOAA at (301)-713-2770, <http://chartmaker.ncd.noaa.gov> or from Maptech at (978)-933-3000, <http://www.maptech.com>.

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**V. ADVANCE NOTICES:** This section contains advance notice of approved projects, changes to aids to navigation, bridge regulations or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas. Comments on this change should be forwarded to the: **Commander Fifth Coast Guard District (oan) or (obr), 431 Crawford Street, Portsmouth, VA 23703-5004**

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**NJ – MANASQUAN RIVER -- AIDS TO NAVIGATION CHANGE**

Manasquan River Light 9 (LLNR 34965) will be changed to "Light equipment removed Nov. 15 to May 1". **Chart 12318.**

**NJ – ABSECON INLET – AIDS TO NAVIGATION CHANGE**

On or about 30 November, 2004 Absecon Inlet Lighted Buoy 2 (LLNR 1175) will be relocated to position 39-20-57.844N, 074-23-45.562W to better mark the inlet approach. **Chart: 12318.**



#### **NJ – ABSECON INLET – AIDS TO NAVIGATION CHANGE**

On or about 01 December, 2004 Absecon Inlet Breakwater Light 7 (LLNR 1195) will be discontinued. **Chart: 12318.**

#### **MD – UPPER CHESAPEAKE BAY – AIDS TO NAVIGATION CHANGE**

On or about 30 November, 2004 Tolchester Directional Light (LLNR 8525) will be temporarily discontinued pending evaluation for permanent removal. **Chart 12273.**

#### **MD – EASTERN BAY – SOUTH RIVER – FISHING CREEK – AIDS TO NAVIGATION CHANGE**

On or about 30 January, 2005 Fishing Creek Light 4 (LLNR 19677) will be established in approximate position 38-54-42N, 076-27-48W to better mark channel. **Charts 12263 & 12270.**

#### **VA – POTOMAC RIVER – BONUM CREEK – AIDS TO NAVIGATION CHANGE**

On or about 30 December, 2004 the aids to navigation in Bonum Creek will be changed as follows:

Establish Bonum Creek Channel Light 2B (LLNR 16890) in position 38-05-54.170N, 076-34-47.434W.

Establish Bonum Creek North Jetty Warning Daybeacon A (LLNR 16882) worded DANGER ROCKS on jetty in position of old Bonum Creek Light 2.

Relocate Bonum Creek Channel Daybeacon 3 (LLNR 16885) to position 38-05-49.565N, 076-34-49.726W.

Relocate Bonum Creek Channel Daybeacon 4 (LLNR 16890) to position 38-05-43.128N, 076-34-55.628W.

Relocate Bonum Creek Channel Daybeacon 5 (LLNR 16895) to position 38-05-42.772N, 076-34-54.784W.

Establish Bonum Creek Daybeacon 7 (LLNR 16897) in position 38-05-32.635N, 076-34-58.181W.

Bonum Creek Daybeacon 6 (LLNR 16905) will be renamed Bonum Creek Daybeacon 8 (LLNR 16905) and relocated to position 38-05-31.712N, 076-34-59.523W.

Bonum Creek Daybeacon 8 (LLNR 16910) will be renamed Bonum Creek Daybeacon 10 (LLNR 16910) and relocated to position 38-05-29.433N, 076-34-54.421W.

**Charts: 12233, 12285 & 12286.**

#### **VA – JAMES RIVER – AIDS TO NAVIGATION CHANGE**

On or about 22 November, 2004 the characteristic for James River Channel Lighted Buoy 128 (LLNR 12630) will be changed to a Quick Flash Red (Q R) characteristic. **Charts: 12248, 12251 & 12252.**

#### **NC – NEUSE RIVER TO MYRTLE GROVE SOUND – CORE CREEK – AIDS TO NAVIGATION CHANGE**

On or about 31 January, 2005 Core Creek Range Lights (LLNR 38400, 38405) will be discontinued. **Chart 11541.**

#### **BRIDGE ADVANCE NOTICE**

None.

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**VI. PROPOSED CHANGES:** Periodically the Coast Guard evaluates the system of Aids To Navigation and bridge regulations to determine whether the conditions for which the aids were established have changed. All comments should include the following information: 1) Quantity, type, capacity and value of vessels involved, and the extent that these vessels traverse the area under consideration seasonally, by day, and by night. 2) where practicable, the type of navigation devices, such as compasses, radio direction finders, radar, LORAN, DGPS, and search lights, with which such vessels are equipped. 3) The number of passengers and type, quantity, and value of cargo involved. 4) A chart section or sketch showing the action proposed when necessary to clearly describe the recommended improvement. Written comments on this proposal should be forwarded to: **Commander Fifth Coast Guard District (oan) , 431 Crawford Street, Portsmouth, VA 23703-5004**

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#### **MD/VA – POCOMOKE SOUND - TANGIER SOUND – AIDS TO NAVIGATION CHANGE**

The Coast Guard is soliciting for comments on discontinuing the sound signals on GREAT SHOAL LIGHT (LLNR 23700), JANES ISLAND LIGHT (LLNR 22815) and STARLING CREEK LIGHT 1 (LLNR 22455). Comments concerning this proposal may be sent to the above address, attention Mr. Al Grimes, not later than **20 December, 2004.** **Chart s: 12230 & 12261**

#### **MD – CHOPTANK RIVER AND HERING BAY – IRISH CREEK – AIDS TO NAVIGATION CHANGE**

Due to shoaling in Irish Creek, the Coast Guard is proposing discontinuing Irish Creek Buoy 1 (LLNR 25505), Irish Creek Buoy 2 ((LLNR 25510), Irish Creek Daybeacon 3 (LLNR 25515), Irish Creek Daybeacon 4 (LLNR 25520) and Irish Creek Daybeacon 6 (LLNR 25525).

Comments concerning this proposal may be sent to the above address, attention Mr. Al Grimes, not later than **01 December, 2004.** **Chart: 12266.**

#### **MD – LITTLE ANNEMESSEX RIVER - AIDS TO NAVIGATION CHANGED**

The Coast Guard is soliciting for comments on discontinuing Hop Point Daybeacon 1 (LLNR 22910). Comments concerning this proposal may be sent to the above address, attention Mr. Al Grimes, not later than **22 November, 2004.** **Chart: 12231.**

#### **VA – LOWER CHESAPEAKE BAY – EASTERN SHORE – CAPE CHARLES – CHERRYSTONE CHANNEL – AIDS TO NAVIGATION CHANGE**

The Coast Guard is soliciting for comments on the following changes to aids to navigation for the Cherrystone Channel:

Rename Cherrystone Channel Light 2 (LLNR 21430) to Cherrystone Channel Light 2C (LLNR 21430).

Rename Kings Creek Light 1 (LLNR 21520) to Cherrystone Channel Light 3C (LLNR 21520).

Rename Kings Creek Junction Light KC (LLNR 215250) to Cherrystone Channel light 4C (LLNR 21525) showing a Flashing Red 6 second (FI R 4s) characteristic .

Comments concerning this proposal may be sent to the above address, attention Mr. Al Grimes, not later than **27 November, 2004.** **Chart: 12224.**

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**BRIDGE PROPOSALS:** . Written comments on these issues should be forwarded to: **Commander Fifth Coast Guard District (obr), 431 Crawford Street, Portsmouth, VA 23703-5004**

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#### **NJ – DELAWARE RIVER – MANTUA CREEK – BRIDGE REGULATIONS**

The Coast Guard is proposing to temporarily change the regulations governing the operation of the S.R. 44 Bridge across Mantua Creek, mile 1.7, in Paulsboro, NJ. The New Jersey Department of Transportation, who owns and operates this vertical lift bridge, has requested changes to the operating procedures for the drawbridge to facilitate a necessary rehabilitation project. The proposal would allow the bridge to be closed to navigation from 8 a.m.

on September 12, 2005, through 6 p.m. on December 9, 2005. Comments on this proposal should be forwarded to the above address attention **(obr)** no later than **November 26, 2004**. Copies of Public Notice 5-1027, which describe the proposal in detail, can be obtained by writing to the above address or by calling (757) 398-6227. **Chart 12312**.

#### **NJ - ICW - (SANDY HOOK TO LITTLE EGG HARBOR) – POINT PLEASANT CANAL**

The Coast Guard proposes a temporary change to the regulations governing the operation of Route 13/Lovelandtown Bridge across Point Pleasant Canal at ICW mile 3.9, in Point Pleasant Canal, NJ. A contractor, on behalf of the New Jersey Department of Transportation who owns and operates this drawbridge, has requested a proposal to allow the bridge to be **closed to navigation beginning 8 a.m. on January 3, 2005, through 5 p.m. on March 31, 2005**. The proposed temporary closure is necessary to facilitate extensive mechanical rehabilitation. Comments on this proposal should be forwarded to the above address attention **(obr)**, no later than **December 28, 2004**. Copies of **Public Notice 5-1030** which describes the proposal in detail can be obtained by writing to the above address or by calling (757) 398-6222. **Chart 12324**

#### **DE – DELAWARE RIVER – CHRISTINA RIVER – BRIDGE REGULATIONS**

The Coast Guard is proposing to change the regulations governing the operation of the Norfolk Southern Railroad Bridge across Christina River, mile 1.4, in Wilmington, DE. The Norfolk Southern Corporation, who owns and operates this swing-type bridge, has requested changes to the operating procedures for the drawbridge. The proposal would eliminate the need for a bridge tender by allowing the bridge to be operated from a remote location. It is also proposed that the bridge will remain open for mariners and only be closed for passing trains. Comments on this proposal should be forwarded to the above address attention **(obr)** no later than **December 13, 2004**. Copies of Public Notice 5-1028, which describe the proposal in detail, can be obtained by writing to the above address or by calling (757) 398-6227. **Chart 12311**.

#### **VA – POTOMAC RIVER – BOUNDARY CHANNEL**

The Federal Highway Administration is proposing to replace the existing George Washington Memorial Parkway/Humpback Bridge over Boundary Channel, mile 1.5, in Arlington, Virginia. The replacement project will not change existing horizontal and vertical navigation clearances. The existing horizontal clearance is 88 feet, between the abutments. The existing vertical clearances are 17 feet and 20 feet, at mean high water and mean low water, respectively. It is requested that the Coast Guard be provided with navigational information such as the sizes and types of vessels presently owned and operated on Boundary Channel as they relate to existing vertical and horizontal clearances. The channel will not be closed during the construction process, however, the placement of sheet piles and formwork around abutments will temporarily interfere with the horizontal navigation clearance. The replacement project is proposed to begin in April 2005 and be completed in August 2007. Comments on this proposal should be forwarded to the above address attention **(obr)** no later than **November 26, 2004**. Copies of Public Notice 5-1023, which describe the proposal in detail, can be obtained by writing to the above address or by calling (757) 398-6227. **Chart 12289**

**VII. GENERAL:** This section contains information of general concern to the mariner. Mariners are advised to use caution while transiting these areas.

The following is a list of dredging/construction operations being conducted in the Fifth Coast Guard District. Mariners should be aware that the dredge and pontoon lines are held in place by cables, which are attached to anchors some distance from the dredge and pontoons. Buoys are attached to the anchors so that they may be moved as the dredge advances. Mariners are advised that dredges, tugs, barges, submerged and or floating navigation may be temporarily relocated to facilitate dredging. The dredge and related equipment will be lighted and marked in accordance with International or Inland Navigation Rules and the dredge will monitor Channels 13 and 16 VHF-FM unless otherwise noted. Mariners are cautioned to strictly comply with Inland Navigation Rules when approaching, passing and leaving the area of operation, to remain a safe distance from the equipment, and to contact the dredge for specific transiting information.

#### **CONSTRUCTION/DREDGING LOCAL NOTICE TO MARINERS NOTIFICATION DEADLINES**

Construction and dredging companies should notify **Commander, Fifth Coast Guard District (oan), 431 Crawford Street, Portsmouth, VA 23704-5004** at least 3 weeks prior to operation begin date for information to be published in the **Local Notice to Mariners**. It is requested that notification be delivered by letter or fax and followed up by telephone. Fax # (757) 398-6303 and voice Phone # (757) 398-6552 /6225.

<b>LOCATION</b>	<b>START/COMPLETION DATE</b>	<b>DREDGE/COMPANY</b>	<b>REF LNM</b>
MD – Baltimore Harbor – Dredging	24 Nov – 02 Apr 2005	GREAT LAKES No. 54 & 55	23/03
NJ – Barnegat Bay – Dredging	08 Nov – 31 Dec 2004	MARION	45/04
NJ – Manasquan Inlet – Dredging	10 Oct – 31 Dec 2004	MIKE THOMAS	39/04
NJ – Cape May Inlet to Cape May Point – Beach Nourishment	20 Sep – 04 Dec 2004	R.N. WEEKS, B.E. LINDHOLM	37/04
MD/VA – C & D Canal – Dredging	18 Oct – 26 Jan 2005	WEEKS DREDGE 550	42/04
VA – Thimble Shoals Channel/Ocean View Beach – Dredging/Beach Nourishment	01 Dec – 31 Mar 2005	DODGE ISLAND & , LIBERTY ISLAND	46/04
VA – Thimble Shoals Channel/Buckroe Beach – Dredging/Beach	15 Oct – 30 Nov 2004	ILLINOIS	46/04
VA – Norfolk Naval Station Pier 6 – Dredging	13 Sep – 15 Dec 2004	VIRGINIAN	37/04
VA – Norfolk Harbor Reach – Dredging	01 Oct – 01 Aug 2005	CHARLESTON	37/04
VA – Elizabeth River – Craney Island Reach – Dredging	04 Jun – 04 Jan 2005	R.S. WEEKS	22/04
VA – Rudee Inlet – Dredging	Until Further Notice	RUDEE II	
VA – Elizabeth River – Western Branch – Bridge demolition/Construction	Apr 2002 – Dec 2004	Tidewater Construction	16/02
NC – Snow's Cut – Dredging	05 Nov – 10 Dec 2005	RICHMOND	45/04
NC – Northeast Cape Fear River/Smith Creek Parkway – Bridge Construction	01 Jun – 31 Jan 2005	TIDEWATER CONSTR	19/03
NC – Cape Fear Ent. Smith Island Range/ Baldhead Shoal - Dredging	13 Nov – 31 Jan 2005	ILLINOIS	44/04

### **INFORMATION CONCERNING BRIDGES ACROSS NAVIGABLE WATERS OF THE FIFTH COAST GUARD DISTRICT**

The following is a list of operating information for certain bridges within the Fifth Coast Guard District. Mariners are advised that the bridges may be operating on a temporary schedule, with reduced clearances, undergoing bridge repairs or under new bridge construction. Mariners are advised to proceed with caution, comply with Inland Navigation Rules at all bridges and to contact the bridge on channels 13 and 16 VHF-FM. For more information refer to the referenced **Local Notice To Mariner** or contact the **Commander, Fifth Coast Guard District (obr), 431 Crawford Street, Portsmouth, VA, 23704-5004** via written correspondence, by voice phone at (757) 398-6222., or at the LANTAREA Office Aids to Navigation INTERNET SITE.

BRIDGE	TYPE	WATERWAY	MILE	SUBJECT	COMP. DATE	LNM
Christina River Bridge	F	Delaware River	5.5	Bridge repairs	Until further notice	42/02
Ben Franklin Bridge		Delaware River	100.2	Painting/sandblasting	Until further notice	47/03
Third Street Bridge	B	Delaware/Christina River	2.3	Bridge repair	Until further notice	19/01
Woodrow Wilson Bridge	B	Potomac River	103.8	Bridge Replacement	Until further notice	20/01
Route 50 Hwy Bridge		Choptank River	15.6	Cleaning/Painting	05 February 2005	32/04
SR 123 Occoquan River		Occoquan River	5.0	Bridge construction	30 May 2005	43/03
VA Rt. 33 Mattaponi River		Mattaponi River		Bridge Construction	Nov 2006	23/04
Jones Creek		James River		Bridge Replacement	Until further notice	35/03
Weems/College Creek bridge		Weems and College Creek		Bridge Construction	Until further notice	16/04
Virginia Rt. 33/Lord Delaware Birdge.		Mattaponi River		Bridge Construction	Until further notice.	17/04

KEY: F=Fixed, DR=Draw, RIV=River, CH=Channel, HBR=Harbor, AICWW=Atlantic Intracoastal Waterway, B=Bascule, E=East(Eastern), W=West(Western), S=South(Southern), N=North(Northern), SW=Swing Bridge, SYS=System, RR=Railroad, Sked=Schedule, Constr=Construction, Rest=Restricted, SR=State Route, RSP=Removable Span, VL=Vertical Lift

### **SUMMARY OF GENERAL ARTICLES IN EFFECT FOR THE WATERS OF THE FIFTH COAST GUARD DISTRICT**

#### **NJ – BARNEGAT BAY - DREDGING**

The Dredge MARION will be conducting dredging operations in the vicinity of Barnegat Bay from **08 November through 31 December, 2004**. The dredge can be contacted on VHF-FM Channels 13 and 16. Mariners are requested to stay clear of the dredge, floating and submerged pipeline, buoys and wires and review comments concerning dredging operations under **General Articles VII**. Mariners are requested to exercise extreme caution and **no wake** when approaching, passing and leaving the dredge location and to strictly comply with Inland Rules of the Road and watch for indications of a submerged or partially submerged pipeline. **Chart : 12324.**

LNM 45/04

#### **NJ – GREAT BAY – MULLICA RIVER – NACOTE CREEK – BRIDGE INFORMATION**

Mariners are advised to use caution when transiting the US 9 Bridge over Nacote Creek, mile 1.5, in Port Republic, New Jersey. Structural inspection crews will be on site from **September 20 to November 20, 2004**, from 8 a.m. to 4 p.m. Contractors will occupy a workboat in the vicinity. This movable operation will not impede vessel traffic. **Chart: 12316.**

LNM 38/04

#### **NJ – GREAT BAY – MULLICA RIVER – BRIDGE INFORMATION**

Mariners are advised to use caution when transiting the Route 563/Green Bank Road Bridge over Mullica River, mile 18.0, in Green Bank, New Jersey. Structural inspection crews will be on site from **September 20 to November 20, 2004**, from 8 a.m. to 4 p.m. Contractors will occupy a workboat in the vicinity. This movable operation will not impede vessel traffic. **Chart: 12316.**

LNM 38/04

#### **NJ – INTRACOASTAL WATERWAY (ICW) – LITTLE EGG HARBOR TO CAPE MAY – INSIDE THOROFARE – BRIDGE INFORMATION**

Mariners are advised to use caution when transiting the Dorset Avenue Bridge over Inside Thorofare, at ICW mile 71.2, in Ventnor City, New Jersey. Structural inspection crews will be on site from **September 20 to November 20, 2004**, from 8 a.m. to 4 p.m. Contractors will occupy a workboat in the vicinity. This movable operation will not impede vessel traffic. **Chart: 12316.**

LNM 38/04

#### **NJ – DE – DELAWARE BAY – PEA PATCH ISLAND – SHORELINE CONSTRUCTION**

The Agate Construction Company will be using 2 barges to perform shoreline protective construction approximately 100 feet from the shoreline on the northeast side of Pea Patch Island. Construction will continue until late **February 2005**. Mariners are advised to transit this area with extreme caution and at safe speed to maintain safe steerage as to minimize wake. **Chart: 12311.**

LNM 41/04

#### **MD - VA – POTOMAC RIVER – HYDROGRAPHIC SURVEY**

The University of Maryland Center for Environmental Science Horn Point Laboratory will conduct an Estuary Study consisting of a hydrographic survey occupying thirteen (13) stations, approximately 15-20 minutes per station, in the Potomac River Channel. The R/V TERRAPIN, 25 ft Parker, will begin on or about November 16, 2004 and conclude on or about November 18, 2004. Project area starts just below the 301/Nice bridge off of Swan Point and ends in the vicinity of the south end of Theodore Roosevelt Island in Washington, D.C. The TERRAPIN will be outfitted with a bow mounted Acoustic Doppler Current Profiler. While underway vessel will monitor channel 16 or can be reached by cell phone 443-521-0327. POC is Steve Suttles 410-221-8438. **Charts: 12285, 12287, 12288 & 12289.**

LNM 45/04

#### **MD – BALTIMORE HARBOR - DREDGING**

The Great Lakes Clamshell Dredges No. 54 & 55 will be conducting dredging operations in the Baltimore Channel, Baltimore Harbor with disposal at Hart-Miller Island from **24 November through 02 April, 2005**. The dredges can be contacted on VHF-FM Channels 13, 16 & 18. Mariners are requested to stay clear of the dredge, floating and submerged pipeline, buoys and wires and review comments concerning dredging operations under **General Articles VII**. Mariners are requested to exercise extreme caution and **no wake** when approaching, passing and leaving the dredge location and to strictly comply with Inland Rules of the Road and watch for indications of a submerged or partially submerged pipeline. **Charts: 12278 & 12281.**

LNM 46/04

**MD – CHESAPEAKE BAY – PATAPSCO RIVER – BRIDGE INFORMATION**

Mariners are advised to take caution when approaching the Francis Scott Key Bridge over the Patapsco River, Mile 6.0, in Baltimore, Maryland. The bridge will be cleaned and painted until **June 16, 2005**. Barges will be used but the channel shall remain open/unrestricted for the passage of vessels. **Charts: 12278.**

LNM 37/04

**VA – THIMBLE SHOALS CHANNEL – DREDGING/OCEAN VIEW PARK – BEACH NOURISHMENT – DUNE RESTORATION**

The Hopper Dredges DODGE ISLAND and LIBERTY ISLAND will be conducting dredging operations in Thimble Shoal Channel and pumping spoil to the beach at 14<sup>th</sup> Street Ocean View Park from **01 December 2004 to 31 March, 2005**. The dredge can be contacted on VHF-FM Channels 13 and 16. Mariners are requested to stay clear of the dredge, floating and submerged pipeline, buoys and wires and review comments concerning dredging operations under **General Articles VII**. Mariners are requested to exercise extreme caution and **no wake** when approaching, passing and leaving the dredge location and to strictly comply with Inland Rules of the Road and watch for indications of a submerged or partially submerged pipeline. **Charts: 12245, 12253 & 12256,.**

LNM 46/04

**VA – THIMBLE SHOALS CHANNEL – DREDGING/BUCKROE BEACH – BEACH NOURISHMENT**

The Dredges ILLINOIS and assisting vessels will be conducting dredging operations in Thimble Shoal Channel and pumping spoil to Buckroe Beach at Hampton from **15 October to 30 November 2004**. The dredge can be contacted on VHF-FM Channels 13 and 16. Mariners are requested to stay clear of the dredge, floating and submerged pipeline, buoys and wires and review comments concerning dredging operations under **General Articles VII**. Mariners are requested to exercise extreme caution and **no wake** when approaching, passing and leaving the dredge location and to strictly comply with Inland Rules of the Road and watch for indications of a submerged or partially submerged pipeline. **Charts: 12245, 12253 & 12256,.**

LNM 46/04

**NC – AIWW – SNOW'S CUT – DREDGING**

The Dredge RICHMOND will be conducting dredging operations in Snow's Cut from **05 November through 10 December, 2004**. The dredge can be contacted on VHF-FM Channels 13 and 16. Mariners are requested to stay clear of the dredge, floating and submerged pipeline, buoys and wires and review comments concerning dredging operations under **General Articles VII**. Mariners are requested to exercise extreme caution and **no wake** when approaching, passing and leaving the dredge location and to strictly comply with Inland Rules of the Road and watch for indications of a submerged or partially submerged pipeline. **Chart: 11534.**

LNM 45/04

**VIII. LIGHT LIST CORRECTIONS FOR COMDTPUBP16502.2, VOLUME II, 2004 EDITION.**

An asterisk\*, indicates the column in which a change/correction has been made or new information added.

The 2004 Light List Summary of Corrections and an updated Light List can be found at:

<http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm>

LLNR	(2) Name and Location	(3) N/W Position	(4) Characteristic	(5) Ht	(6) Rng	(7) Structure	(8) Remarks	(9) LNM
7580	USN Aerial Gunnery Area Lighted Buoy C	38 13 11 N 76 18 16 W	FI Y 4s		4	Yellow.	Replaced by nun when endangered by ice.	46/04
		*						
7585	USN Aerial Gunnery Area Lighted Buoy D	38 13 04 N 76 19 17 W	FI Y 2.5s		4	Yellow.	Replaced by nun when endangered by ice.	46/04
		*						
22325	Young Creek Daybeacon 2	37 50 02 N 75 41 13 W				TR on pile.		46/04
		*						
23380	- CHANNEL LIGHT 2MR	38 04 11 N 75 53 20 W	FI R 2.5s	18	4	TR on pile.	Light equipment removed from Dec. to 1 Mar.15.	46/04
	*							
29583	- Buoy 19C	*	*	*	*	Green can.	*	46/04
	*							
29584	- Buoy 20	*	*	*	*	Red nun.	*	46/04
	*							
37150	Great Bridge Wreck Daybeacon WR1	36 43 34 N 76 14 52 W				SG on pile.		46/04
		*						

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## **ENCLOSURES/LINKS/MARINE EVENTS/TEMPORARY SPECIAL REGULATIONS**

### **1. Baltimore Harbor Anchorage Project**

AGENCY: Coast Guard, DHS.

ACTION: Supplemental notice of proposed rulemaking

SUMMARY: The Coast Guard proposes to amend the geographic coordinates and modify the regulated use of the anchorages in Baltimore Harbor, MD. Since publication of the previous supplemental notice of proposed rulemaking (SNPRM) (68 FR 2095), the Coast Guard also proposes to change the requirements for visitors on board vessels carrying Certain Dangerous Cargoes (CDC) and to reinstate time restrictions, inadvertently excluded from the notice of proposed rulemaking (NPRM) and previous SNPRM, for vessels anchored in designated anchorage grounds. This supplemental notice of proposed rulemaking solicits comments for those changes plus all original changes in the NPRM (68 FR 39503) and the two changes published in the first SNPRM (69 FR 2095). An explanation of the additional changes can be found in the "Discussion of Rule" section of this document.

**DATES: Comments and related material must reach the Coast Guard on or before December 13, 2004.**

ADDRESSES: Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, are part of docket CGD05-03-036 and are available for inspection or copying at Commander, Fifth Coast Guard District (oan), 431 Crawford Street, Portsmouth, VA, 23704-5004 between 9a.m. and 3p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Lieutenant Junior Grade Timothy Martin, Fifth Coast Guard District Aids to Navigation and Waterways Management Branch, (757) 398-6285, email: [trmartin@lantd5.uscg.mil](mailto:trmartin@lantd5.uscg.mil).

SUPPLEMENTARY INFORMATION:

#### *Request for Comments*

The Coast Guard encourages you to participate in this rulemaking by submitting comments and related material. If you do so, please include your name and address, identify the docket number for this rulemaking (CGD 5-03-036), indicate the specific section of this document to which each comment applies, and give the reason for each comment. Please submit all comments and related material in an unbound format, no larger than 8½ by 11 inches, suitable for copying. If you would like to know they reached us, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period. We may change this proposed rule in view of them.

#### *Regulatory Information*

On July 2, 2003, we published a notice of proposed rulemaking (NPRM) entitled Baltimore Harbor Anchorage Project in the Federal Register. We received one phone call commenting on the NPRM. No public hearing was requested, and none was held.

On January 14, 2004 we published a supplemental notice of proposed rulemaking (SNPRM) also entitled Baltimore Harbor Anchorage Project in the Federal Register. Since then some point coordinates outlining Anchorages 1, 2, 5, 6, and 7 have been refined through telephone and email correspondences with the National Oceanic and Atmospheric Administration (NOAA) and the U. S. Army Corps of Engineers better aligning the new anchorages with the Federal Navigation project.

In the NPRM and previous SNPRM, with the exception of specific time limitations in three of the anchorages, the regulatory text omitted the language from the current regulation regarding the length of time a vessel may remain anchored in the general anchorages. The changes to this rule do not affect the time limitations set out in the current regulation and therefore, that language will be reinstated in the regulatory text in the final rule.

#### *Background and Purpose*

The U.S. Army Corps of Engineers received Congressional authorization for the Baltimore Harbor Anchorage project in September 2001. The objective of this project was to increase the project depths of Anchorages 3 and 4 to 42ft and 35ft respectively. The original Federal anchorage project for

Baltimore Harbor was designed to accommodate cargo ships with maximum drafts of 33ft and lengths of 550ft. The new dimensions of the anchorages were changed to accommodate larger ships calling on the Port that routinely approach 1000ft length, with drafts of 36 to 38 feet or more. The new coordinates established for Anchorages 2, 3, and 4, also accommodate the widening of the Dundalk West Channel, a north/south Federal navigation project located between Anchorage 3 and Anchorage 4 and widening of the Duldark East Channel, bordering Anchorage 4. Anchorage 3 was divided into two sections: Anchorage 3 Lower (2200' x 2200'x 42ft mean lower low water (MLLW)) and Anchorage 3 Upper (1800' x 1800'x 42ft MLLW). Anchorage 4 was also modified (1850' x 1800'x 35ft MLLW).

Dredging for the Baltimore Harbor Anchorage was completed in May 2003.

#### *Discussion of Rule*

Since the previous SNPRM was published, the Coast Guard proposed additional changes by refining the positions of three coordinates surrounding Anchorages 2. The coordinates appeared to enter or come close to entering the Federal navigation project when viewed in automatic computer aided drafting (AUTOCAD) software. The proposed changes will remove any ambiguity in boundary lines when depicted on NOAA charts. The following three points outlining Anchorage 2 were changed:

	<b>Latitude</b>	<b>Longitude</b>
(1)	39° 14' 56.1"N	76° 33' 37.1"W
(2)	39° 15' 14.8"N	76° 32' 59.6"W
(3)	39° 14' 41.1"N	76° 32' 27.2"W

The new positions are:

	<b>Latitude</b>	<b>Longitude</b>
(1)	39° 14' 56.96"N	76° 33' 37.15"W
(2)	39° 15' 14.19"N	76° 32' 57.76"W
(3)	39° 14' 41.37"N	76° 32' 27.38"W

Since the width of Fort McHenry Channel was decreased from 800 feet to 700 feet Anchorage 1 has been positioned closer to the channel using USACE coordinates to facilitate access to that anchorage. The four points defining Anchorage 1 were changed and are reflected in the proposed regulation.

Although not maintained by the USACE the coordinates defining Anchorages 5, 6, and, 7 have been adjusted to better align those anchorages with the Federal navigation project.

The language requiring non-crewmembers to carry a pass issued by the Captain of the Port (COTP) while visiting ships at anchor carrying dangerous cargo or Class I (explosive) materials has been removed. The Coast Guard may include the requirement to carry a pass in the future. The remaining language allows the COTP to request all visitors to anchored vessels carrying dangerous cargo to carry a form of identification prescribed in the vessel's security plan. This proposed change will incorporate language consistent with other anchorage regulations.

Time restrictions inadvertently left out of the NPRM and previous SNPRM have been reinstated throughout the regulation. In § 110.158 paragraph (a) time restrictions are listed in subparagraphs (1)(B), (2)(B), (3)(B), (4)(B), (5)(B), (6)(B), and (7)(B).

#### **Regulatory Evaluation**

This proposed rule is not a "significant regulatory action" under section 3(f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order. It is not "significant" under the regulatory policies and procedures of the Department of Homeland Security (DHS).

The deepening of Anchorage 3 and Anchorage 4 within the Port of Baltimore accommodates deep draft vessels waiting for an open berth. The Coast Guard does not expect that these new regulations will adversely impact maritime commerce.

#### *Small Entities*

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), we have considered whether this rule would have a significant economic impact on a

substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities. This rule may affect the following entities, some of which might be small entities: the owners or operators of vessels used for chartering, taxi, ferry services, or any other marine traffic that transit this area of Fort McHenry Channel in Baltimore Harbor. Changes to Anchorage No. 3 and Anchorage No. 4 may change the vessel routing through this area of the harbor. Deepening the anchorages and changing the coordinates for the anchorages will not have a significant economic impact on a substantial number of small entities for the following reasons. Vessel traffic can pass safely around the new anchorage areas. The new coordinates for the anchorages are a change in dimension, the size of which will remain proportional to its current size, and their location will not interfere with commercial traffic.

#### *Assistance for Small Entities*

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104-121), we offered to assist small entities in understanding the rule so that they could better evaluate its effects on them and participate in the rulemaking process. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact LTJg Timothy Martin at the address listed (see ADDRESSES).

#### Collection of Information

This proposed rule will call for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520).

#### *Federalism*

A rule has implications for Federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on State or local governments and would either preempt State law or impose a substantial direct cost of compliance on them. We have analyzed this rule under that Order and have determined that it does not have implications for Federalism.

#### **Unfunded Mandates Reform Act**

**The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 or more in any one year. Though this proposed rule will not result in such expenditure, we do discuss possible effects in the section titled Small Entities in this preamble.**

#### **Taking of Private Property**

**This proposed rule will not effect a taking of private property or otherwise have taking implications under Executive Order 12630. Governmental Actions and Interference with Constitutionally Protected Property Rights.**

#### **Civil Justice Reform**

**This proposed rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.**

#### Protection of Children

We have analyzed this proposed rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and does not create an environmental risk to health or risk to safety that may disproportionately affect children.

#### Indian Tribal Governments

This proposed rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

#### *Energy Effects*

We have analyzed this proposed rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a "significant energy action" under that order because it is not a "significant regulatory action" under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. It has not been designated by the Administrator of the Office of Information and Regulatory Affairs as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.



### **Technical Standards**

The National Technology Transfer and Advancement Act (NTTAA) (15 U.S.C. 272 note) directs agencies to use voluntary consensus standards in their regulatory activities unless the agency provides Congress, through the Office of Management and Budget, with an explanation of why using these standards would be inconsistent with applicable law or otherwise impractical. Voluntary consensus standards are technical standards (e.g., specifications of materials, performance, design, or operation; test methods; sampling procedures; and related management systems practices) that are developed or adopted by voluntary consensus standards bodies.

This proposed rule does not use technical standards.

Therefore, we did not consider the use of voluntary consensus standards.

### ***Environment***

We have analyzed this proposed rule under Commandant Instruction M16475.1D, which guides the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321-4370f), and have concluded that there are no factors in this case that would limit the use of a categorical exclusion under section 2.B.2. of the Instruction. Therefore, this rule is categorically excluded, under figure 2-1, paragraph (34)(f), of the Instruction, from further environmental documentation. This rule changes the size of Anchorage No. 2, Anchorage No. 3 and Anchorage No. 4 and modifies the regulated uses of these anchorages.

A final "Environmental Analysis Check List" and a final "Categorical Exclusion Determination" are available in the docket where indicated under ADDRESSES.

### ***List of Subjects in 33 CFR Part 110***

#### **Anchorage Regulations**

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 110 as follows:

#### ***PART 110—ANCHORAGE REGULATIONS***

1. The authority citation for part 110 continues to read as follows:

Authority: 33 U.S.C. 471, 1221 through 1236, 2030, 2035 and 2071; 33 CFR 1.05-1(g); Department of Homeland Security Delegation No. 0170.1.

2. Amend § 110.158 to revise paragraphs (a) and (b) and to add paragraph (c) to read as follows:

#### **§ 110.158 Baltimore Harbor, MD.**

All positions in §110.158 use North American Datum 1983.

##### **(a) Anchorage Grounds**

###### **(1) Anchorage No. 1, general anchorage.**

(A) The waters bounded by a line connecting the following points:

<b>Latitude</b>	<b>Longitude</b>
39°15'13.51"N	76°34'07.76"W
39°15'11.01"N	76°34'11.69"W
39°14'52.98"N	76°33'52.67"W
39°14'47.90"N	76°33'40.73"W

(B) No vessel shall remain in this anchorage for more than 12 hours without permission from the Captain of the Port.

###### **(2) Anchorage No. 2, general anchorage.**

(A) The waters bounded by a line connecting the following points:

<b>Latitude</b>	<b>Longitude</b>
39°14'46.23"N	76°33'25.82"W
39°14'56.96"N	76°33'37.15"W
39°15'08.55"N	76°33'37.65"W
39°15'19.28"N	76°33'24.49"W
39°15'19.33"N	76°33'14.32"W

39°15'14.19"N	76°32'57.76"W
39°15'06.87"N	76°32'45.48"W
39°14'41.37"N	76°32'27.38"W
39°14'30.93"N	76°32'33.52"W
39°14'46.27"N	76°32'49.69"W
39°14'43.76"N	76°32'53.62"W
39°14'57.51"N	76°33'08.13"W

(B) No vessel shall remain in this anchorage for more than 72 hours without a written permit from the Captain of the Port.

(3) *Anchorage No. 3, Upper, general anchorage.*

(A) The waters bounded by a line connecting the following points:

<b>Latitude</b>	<b>Longitude</b>
39°14'32.48"N	76°33'11.31"W
39°14'46.23"N	76°33'25.82"W
39°14'57.51"N	76°33'08.13"W
39°14'43.76"N	76°32'53.62"W

(B) No vessel shall remain in this anchorage for more than 24 hours without permission from the Captain of the Port.

(4) *Anchorage No. 3, Lower, general anchorage.*

(A) The waters bounded by a line connecting the following points:

<b>Latitude</b>	<b>Longitude</b>
39°14'32.48"N	76°33'11.31"W
39°14'46.27"N	76°32'49.69"W
39°14'30.93"N	76°32'33.52"W
39°14'24.40"N	76°32'39.87"W
39°14'15.66"N	76°32'53.58"W

(B) No vessel shall remain in this anchorage for more than 72 hours without a written permit from the Captain of the Port.

(5) *Anchorage No. 4, general anchorage.*

(A) The waters bounded by a line connecting the following points:

<b>Latitude</b>	<b>Longitude</b>
39°13'52.91"N	76°32'29.60"W
39°14'05.91"N	76°32'43.30"W
39°14'07.30"N	76°32'43.12"W
39°14'17.96"N	76°32'26.41"W
39°14'05.32"N	76°32'13.09"W
39°14'00.46"N	76°32'17.77"W

(B) No vessel shall remain in this anchorage for more than 72 hours without a written permit from the Captain of the Port.

(6) *Anchorage No. 5, general anchorage.*

(A) The waters bounded by a line connecting the following points:

<b>Latitude</b>	<b>Longitude</b>
39°14'07.89"N	76°32'58.23"W
39°13'34.82"N	76°32'23.66"W
39°13'22.25"N	76°32'28.90"W
39°13'21.20"N	76°33'11.94"W

(B) No vessel shall remain in this anchorage for more than 72 hours without a written permit from the Captain of the Port.

(7) *Anchorage No. 6, general anchorage.*

(A) The waters bounded by a line connecting the following points:

<b>Latitude</b>	<b>Longitude</b>
39°13'42.98"N	76°32'19.11"W
39°13'20.65"N	76°31'55.58"W
39°13'34.00"N	76°31'33.50"W
39°14'01.95"N	76°32'02.65"W
39°13'51.01"N	76°32'18.71"W

(B) No vessel shall remain in this anchorage for more than 72 hours without a written permit from

the Captain of the Port.

(8) *Anchorage No. 7, Dead ship anchorage.*

(A) The waters bounded by a line connecting the following points:

Latitude	Longitude
39°13'00.40"N	76°34'10.40"W
39°13'13.40"N	76°34'10.81"W
39°13'13.96"N	76°34'05.02"W
39°13'14.83"N	76°33'29.80"W
39°13'00.40"N	76°33'29.90"W

- (1) The primary use of this anchorage is to lay up dead ships. Such use has priority over other uses. A written permit from the Captain of the Port must be obtained prior to the use of this anchorage for more than 72 hours.

(c) *General regulations.*

- (2) "Dangerous cargo", means "certain dangerous cargo" as defined in §160.203 of this title.
- (2) "Class 1 (explosive) materials" means Division 1.1, 1.2, 1.3, and 1.4 explosives, as defined in 49 CFR 173.50.
- (3) Except as otherwise provided, this section applies to vessels over 20 meters long and all vessels carrying or handling dangerous cargo or Class 1 (explosive) materials while anchored in an anchorage ground described in this section.
- (4) Except in cases where unforeseen circumstances create conditions of imminent peril, or with the permission of the Captain of the Port, no vessel shall be anchored in Baltimore Harbor and Patapsco River outside of the anchorage areas established in this section for more than 24 hours. No vessel shall anchor within a tunnel, cable or pipeline area shown on a government chart. No vessel shall be moored, anchored, or tied up to any pier, wharf, or other vessel in such manner as to extend into established channel limits. No vessel shall be positioned so as to obstruct or endanger the passage of any other vessel.
- (5) Except in an emergency, a vessel that is likely to sink or otherwise become a menace or obstruction to navigation or the anchoring of other vessels may not occupy an anchorage, unless the vessel obtains a permit from the Captain of the Port.
- (6) The Captain of the Port may grant a revocable permit to a vessel for a habitual use of an anchorage. Only the vessel that holds the revocable permit may use the anchorage during the period that the permit is in effect.
- (7) Upon notification by the Captain of the Port to shift its position, a vessel at anchor shall get underway and shall move to its new designated position within 2 hours after notification.
- (8) The Captain of the Port may prescribe specific conditions for vessels anchoring within the anchorages described in this section, including, but not limited to, the number and location of anchors, scope of chain, readiness of engineering plant and equipment, usage of tugs, and requirements for maintaining communication guards on selected radio frequencies.
- (9) No vessel at anchor or at a mooring within an anchorage may transfer oil to or from another vessel unless the vessel has given the Captain of the Port the four hours advance notice required by § 156.118 of this title.
- (10) No vessel shall anchor in a "dead ship" status (propulsion or control unavailable for normal operations) without prior approval of the Captain of the Port.

(b) *Regulations for vessels handling or carrying dangerous cargoes or Class 1 (explosive) materials.*

- (1) This paragraph (b) applies to every vessel, except a U.S. naval vessel, handling or carrying dangerous cargoes or Class 1 (explosive) materials.

- (2) The Captain of the Port may require every person having business aboard a vessel handling or carrying dangerous cargoes or Class 1 (explosive) materials while in an anchorage, other than a member of the crew, to hold a form of identification prescribed in the vessel's security plan.
- (3) Each person having business aboard a vessel handling or carrying dangerous cargoes or Class 1 (explosive) materials while in an anchorage, other than a member of the crew, shall present the identification prescribed by paragraph (b)(2) of this section to any Coast Guard Boarding Officer who requests it.
- (4) Each non-self-propelled vessel handling or carrying dangerous cargoes or Class 1 (explosive) materials must have a tug in attendance at all times while at anchor.
- (5) Each vessel handling or carrying dangerous cargoes or Class 1 (explosive) materials while at anchor must display by day a bravo flag in a prominent location and by night a fixed red light.

Dated: 28 SEP 2004

BEN THOMASON III  
**Captain, U. S. Coast Guard**  
Acting Commander, Fifth Coast Guard District

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**SALLY BRICE-O'HARA**  
Rear Admiral, U.S. Coast Guard  
Commander, Fifth Coast Guard District

